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THEODORE W. NOYES, Editor
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Awaiting an Agreement.
It may be assumed, from the absence of any distinct statements from either side regarding the conference held yesterday at the White House on the railroad strike situation, that the case is still hopeful for a settlement. Though it is understood that the union leaders have decided not to accept the President's latest proposal, including the submission of the seniority rights question to the Labor Board, and that the railroad executives have accepted with a condition that is but little different from the response rendered to the first proposal, no actual deadlock is evident. At any rate, no announcement is made of a failure to agree upon the basis of temporary settlement.
Thus, while there is lack of assurance that peace will be restored, there is ground for hope that further negotiations and conferences will bring about an adjustment. The railroad executives' committee will meet again this morning with the President. Meanwhile the union leaders are re-formulating from any comment upon the situation, thus evidencing a sincere disposition to permit matters to be brought to the point of agreement.
In this crisis the hope of the people is that the President's good offices will avail to bring together these two elements, so essential in conjunction to the welfare of the country. If the railroad executives want to force a fight, for the purpose of settling the question of the right of the workers to quit employment and yet retain their seniority status upon re-employment, they can undoubtedly bring about such a conflict. If, on the other hand, they want to resume full operations, with no risk of a spreading of the strike, they can reach that point by a reasonable yielding upon the seniority question, by reference to the Labor Board.
The unions on their side cannot consistently refuse to have this question thus referred. If they do refuse, it will be for the sake of a fight, the shodden depending upon the other railroad crafts for support through sympathetic strikes. But such a fight will not settle the question definitely or permanently, unless in the last adjustment a law is enacted which will establish the seniority rule or derogate it.
But will a law serve in such case? A law now commands the submission of disputes over wages and working conditions to a board. The findings of that board have been rejected by both the railroad companies in the matter of shop contracts and the shop craftsmen in the matter of wages. The President now asks both sides to submit to that authority, in good faith and without reservations. Only the seniority matter remains at issue. Is there any guarantee that if a strike of the other crafts is called, or if those crafts strike without orders, and the transportation system is tied up for a time, to be untied by government intervention and possibly by government operation, a law enacted to meet this point for future purposes will be any more scrupulously obeyed than that which now commands submission of wage and working questions to the Labor Board?
If either side wants a fight to a finish on this issue, doubtless it can precipitate it. But the end of that fight will be unsatisfactory in the net results to both sides. The labor unions cannot force government ownership and operation, nor can the railroad companies force the disbandment of the unions. The consequence of a conflict, involving all the crafts and compelling government intervention for the purpose of keeping the trains moving to supply the people with the necessities of life, would be doubtless a more rigid regulation of both the corporations and the unions, in the interest of the public welfare.
Mutuality of interest dictates submission by both sides. Only a small per cent of the people are members of unions and a smaller per cent are stockholders in railroads. But all of the people are users of the railroads, are dependent upon them for their daily supplies, and they are entitled in this crisis to the ultimate consideration. No pride of position, no rigid adherence to a stock concept, no advocacy of special interest should now control either side, to the exclusion of the rights of the public, for which, indeed, the two now contending factors are after all but trustees.
Information that the strike situation will be settled in a few days continues to be persistent.
Rupprecht in Paris?
An interesting story comes from Brussels to the effect that former Crown Prince Rupprecht of Bavaria is in Paris sounding out French officials on the subject of the restoration of the Wittelsbach dynasty on the Bavarian throne. There is no confirmation. On the other hand, there is reason to question the tale. Only one consideration appears to suggest likelihood, and that is that undoubtedly France would like to see Germany weakened by the split of Bavaria. There is, however, another side to the case. Would Bavaria's separation from Germany—that is to say, from Prussia—help France to get her reparations cash? Would it not, on the contrary, be likely to weaken the

paying ability of both? Of course, France would never consent to the setting up of a Wittelsbach monarchy in Bavaria unless it assumed a share of the war indebtedness. What price, therefore, monarchy in Bavaria? Could Rupprecht guarantee a percentage of the total reparations payments?
Thus there are decidedly practical questions in this case. France would doubtless be glad to see Germany split into several pieces, provided the reparations payments were still forthcoming, as an insurance against future German aggression. But another way by Germany is a very distant possibility, while reparations are a very present necessity.
Rupprecht is on the list of war criminals whose punishment has been demanded. He is not at all likely to venture into France unless guaranteed safe conduct. Negotiations for a possible French official endorsement of his royal candidacy could as well and much more safely be conducted by proxy. The tale, lacking verisimilitude in many particulars, may be set down, for the present, as a vivid bit of midsummer imagination.

The Flivver Boob.
Are you a "flivver boob," Mr. Motorist? Perhaps you do not realize what a flivver boob is. According to the proclamations now posted in the street cars, he is a "jay walker on wheels." Now, every man who drives a motor has scorn for the jay walker, the pedestrian who strolls aimlessly or heedlessly or absent-mindedly through busy streets and gums up the traffic or gets hit and congests the hospitals. But a "jay walker on wheels" is a different proposition. Usually he is most of all contemptuous of the jay walker on foot. Just because he is on wheels and has an inalienable right of way against all others, afoot or awheel.
"Flivver boob" is not confined to that universal type of car that has given rise to the now world-wide name. They are to be found driving all sorts of machines, high-powered, low-powered, cheap and expensive. It is not the type of car that makes the flivver boob.
To be a complete flivver boob one must cut corners, break speed rules, take the narrowest chances at intersections, ignore crossing signals, cut around behind street cars, jump over tracks ahead of approaching cars, stop suddenly without giving warning, start on "high" without being sure of proper distance ahead. Perhaps the supreme proof of flivver boobism is to cross a railroad track without stopping to be sure of a clear passage.
A flivver boob can be cured. Sometimes it takes a coroner's inquest, sometimes a lawsuit for damages. As a rule, mere arresting and the taking of collateral will not work reform. Loss of license may do it. The best cure, of course, is that affected through realization of the folly of being a flivver boob, the risk of it, the meanness of it and the cost of it.
Perhaps it would be well if every person who is convicted of rule-breaking twice were forced to carry a conspicuous tag on his machine marking him as a flivver boob, so that all the world that drives, or walks, or dodges can know who's in the road.

Hailstones.
Every summer produces a crop of big hailstones. We read of them from year to year as falling the size of pigeon eggs, and again hen eggs, and they have even grown to be as big as tennis balls. Direct evidence of these high-caliber missiles from the clouds is usually lacking. The report comes through two or three sources. Then there is always the difficulty that hailstones melt very quickly and cannot be preserved as evidence. Moreover, the very big ones should, in the nature of things, split when they hit.
From North Carolina comes a novelty in the way of hailstone stories. There the stones are reported to have fallen in such size and with such force as to split open large watermelons and do other open damage to the crops. There is one assured comfort in this tale. The stones were not described as being as big as the melons. But that, of course, was not necessary. A hailstone as big as a marble falling from the height of a half-producing cloud would readily crack a melon, and the owner of the patch within range of fire would be powerful pleased that it was melons and not heads that were hit.
A number of economists still think that Uncle Sam would make a first-rate railroad manager if he had another chance at the position.
German militarism has made the auditing of accounts a highly important feature of world statesmanship.
The American farmer can produce bumper crops, but cannot insure facilities for their distribution.
Film Stunt Casualties.
Film fans are familiar with the "stunt stuff" that is occasionally shown on the screen. It takes all forms, the heroine leaping over a cliff to escape a pursuing villain, to be caught by a friendly bush on the side of the precipice; the hero boarding a moving train from an airplane, or an automobile, or by springing from a telegraph pole; the villain driving a car containing the tightly bound hero over a steep bank, while he leaps out at the last moment of safety. These are but a few instances. The scenario writers and the directors are constantly at work devising "thrills." The writers of serials are especially fertile in situations that bring the back hair erect and cause chills to creep over the spines of beholders.
Some of the people out in front of the screen do not like to see the actual near-horrors and close their eyes when the crisis comes. They know perfectly well, of course, that everything has worked out all right in the action film of the cinema, that the substitute athletes have made their leaps correctly, that the motor car has not actually plunged to the bottom of the abyss, that the figures seen rolling down the cliff sides or plunging into the sea are merely stuffed dummies. They realize that if anything untoward had happened the film would not

have been shown. Still, they often shut their eyes and wait for the turn of the crisis.
Possibly some of these film fans like to see the pictures of this kind because they know that even the most carefully safeguarded "stunts" are actually dangerous to the performers, whether principals or substitutes, and that back of a smoothly running film may lie a record of casualties. Nobody knows how many substitutes have been hurt. It is not a part of the game to record the cost of a thriller film in terms of lives and limbs. Yet now and then the news of the accidents gets printed.
A case has just occurred in New York that shows that all is not easy or safe on the acting side of the film. A young man, who has specialized in dangerous substitute work, was impersonating a heroine who, to escape from the clutches of the villain, springs from the top of a bus to the girder of an elevated structure. Only a trained athlete could do such a stunt, and so the heroine was not expected to do it. But even the trained athlete slipped. His hand held broke and he fell and fractured his skull. He died soon afterward.
"Stunt stuff" is really too costly to be encouraged. The public does not need thrills of this sort, and the movies would be better if they were out of it. Will Hays may find in this line of valuable corrective administration.

Another Shamrock.
Sir Thomas Lipton, it is reported, will again challenge in September, making his fifth bid for a race to the America's cup. He expects to come over in a few weeks and formally put in "lift" the trophy with a yacht he proposes to call Shamrock. He still has faith in the old name, despite four successive defeats. Under the terms of the deed of gift the New York Yacht Club, custodian of the cup, must accept the challenge or yield the trophy without a contest. Of course, it will accept. But, according to present reports, it may ask Sir Thomas to postpone his challenge for a year, so that the cup races may be sailed in 1924 instead of 1923. It is hoped that the cost of building a defender will have been lowered in another season. Of course, it is just as fair for one side as for the other. If Sir Thomas insists upon a race in 1923 and will himself spend the money necessary to build a challenger the American defender must be built as well.
With an evidence of his determination to restore the America's cup to the original holder, Sir Thomas has allowed it to be known that he has made provision in his will for continued challenges after his death, if he does not succeed in "lifting" it in his lifetime. He has now spent, it is estimated, some three million dollars in this quest. Nobody knows, of course, what particular arrangement has been made for posthumous efforts, but doubtless the provision is an ample one, on a scale to insure the maintenance of the Lipton standard. It cannot be said that Americans hope that Lipton will win the cup. They want it to remain over here. But if it must be won there is a universal hope that Lipton will win it. He has been the best of sportsmen and his successive, though fruitless, efforts for the cup have endeared him to the people on this side of the Atlantic. He has completely obliterated the memories of certain embarrassing encounters in the past. Certainly if Shamrock V sails over next year, or the year after, as a challenger, she will have the good wishes of the people of this country.

Lincoln and Ford.
The Ford boomers are finding in the boom of a likeness to Abraham Lincoln a likable and a kind heart. So has Mr. Ford. Mr. Lincoln was eminently practical. So is Mr. Ford. Mr. Lincoln was a good judge of men. So is Mr. Ford. Mr. Lincoln was dependable. So is Mr. Ford. And so on. Hence, the thing to do is to put Mr. Ford in the White House, and in that exalted place give him opportunity to exercise the qualities which as exercised by Mr. Lincoln in the same place proved of such invaluable importance to the country.
Great! Mr. Lincoln possessed many high qualities in rare combination. He was kind of heart, clear of head, firm of purpose, and abundantly supplied with staying power. In a time of appalling disturbance he rendered the country service beyond price.
But "we shall not look upon his like again." As appraised today by thoughtful men of his own and other countries, Mr. Lincoln was born for the emergency he met. How he would meet the present emergency is but speculation, and wide and inviting as the field is, such speculation is not the need of the hour.
Mr. Ford has had, and is having, much success in business, and all rejoice in it. But it requires a lively fancy to endow him with the capacity to "take the helm" of the ship of state and "hold the rudder," with an angry sea running in Detroit at the head of and directing his great business enterprise he is placed to the best advantage. In Washington here, at the head of and directing the national government, he would be lost.
As a growing town Chicago shows intelligent enterprise by scattering the news that its rentals are being reduced. The advantage, though calculated to attract homeseekers, is largely a local one. The entire country will take grateful notice when the most packers fall in line more enthusiastically with the tendency to revise prices downward.
Vodka is now a legal source of state revenue to soviet Russia. The taste for vodka is one of strictly local cultivation. The foreigner cannot be relied on to pay any of the tax.

Shooting Stars.
BY PHILANDER JOHNSON.
Jazziness.
The katydid will bring
The same old tune
As summer days take wing—
And none too soon.
The locust and the bee
And all the rest
In "customed melody"
Have done their best.
The butterfly so gay,
Whom we admire,
Holds to the same old way
In its attire.
Though novelties are sent
To both strange and bold,
Dame Nature is content
With fashions old.
Not to Be Tolerated.
"What would you do with a campaign assistant who was caught using money?"
"I should dismiss him immediately," replied Senator Sorghum. "A man who gets caught using money is not only reprehensible, but careless."
Jud Tunkins says a man who boasts that he has never been arrested advertises the fact that he doesn't own an automobile.
An Old Question.
The wicked drama, all agree,
Into oblivion should retire.
Why do we pay to go and see
The things which we do not admire?
Sport Costume.
"Kin I get in this poker game?" inquired Three-Finger Sam.
"If you'll send east an 'git yourself a bathin' suit," answered Cactus Joe, "mebbe we'll let you sit in it."
"What's the idea of the bathin' suit?"
"It ain't got no pockets nor sleeves to tempt a man to hide out aces."

Politics at Home.
Missouri and Wisconsin.
How black an eye Wisconsin received in the Missouri primary is a question. As some view the optic, it is deeply discolored. Raw beefsteak is the remedy, and even that will be slow. Other ardent Wisconsinites, of course, treat the "bluff" lightly, and can see no disfigurement.
In Mississippi Mr. Vardaman. It is easy to believe, feels a sense of personal comfort. The Wilson influence in that state is opposed to him. While in the Senate he jumped the Wilson reservation, became a bad Indian, and paid for his ghost-dancing with his seat. He wants to return, and is in the thick of an energetic campaign.
In Georgia Gov. Hardwick is probably not altogether cast down. He, too, lost his seat in the Senate through the exercise of the Wilson influence. As a brave in war paint and feathers he was quite as picturesque a fighter as Mr. Vardaman. But he is in favor again at home, and a candidate for a second term as governor.
In Massachusetts the Wilson men—some of them republicans—have been making figures against Mr. Lodge. They want him defeated because of his work against the league of nations, and it was in their calculations in case of a Wilson victory in Missouri to represent the former President as coming back, and likely to be a power again in national affairs. Missouri affords them no encouragement.
Still, it would be folly to count Mr. Wilson out. This knock-down is not a knock-out. He takes punishment pretty well, and in his time has taken a good deal. He will scramble to his feet, and go on with the mill.
Eyes are turning now to New Jersey, where Gov. Edwards is assured of the democratic nomination for United States senator. He is the wettest wet in the country. What will Mr. Wilson contribute toward democratic success in his home state?

Gov. Cox on the Stump.
Gov. Cox must meet demands for his most vigorous stumping at home this year.
For selfish reasons, if no other, he must exert himself in behalf of his party's nominee for governor. Two years ago, when the democracy had not a chance, Mr. Donahay carried the standard in the gubernatorial contest. This year, when there seems to be a chance, he is carrying it again.
Two years ago, when the national contest was hopeless for the democracy, Gov. Cox carried the presidential standard. Now that the 1924 contest seems to be hopeful, his friends insist that he should be permitted to carry it again. If Mr. Donahay wins for governor, the Cox boom for a second try at the presidency will benefit.
For reasons of propriety Gov. Cox should exert himself in behalf of Senator Pomerene. Two years ago Mr. Pomerene gave way for him, and after his nomination supported him loyally for election. As a return favor and compliment—and such considerations weigh in politics—Gov. Cox should now support the senator.
There are democrats who see in Mr. Pomerene a possible presidential quality in 1924. If re-elected to the Senate, he will, they think, spread out over the country and have to be reckoned with as the next democratic national convention.
No matter, Gov. Cox must take that risk—all risks. If Mr. Donahay wins and Mr. Pomerene loses, the anti-Coxites, in Ohio and elsewhere, will charge the senator's discomfiture up to Gov. Cox, and accuse him of ingratitude and a lack of sportsmanship against a man in a field where true leadership calls for all that is best and most grateful in a man's nature. This is Gov. Cox's year to be a Pomerene man and leave no doubt about it.

U. S. Economy in Wake of Rifle.
WHEN you stop to think that the United States had approximately 1,000,000 young men under arms in the world war, you must realize that it cost the taxpayers a lot of money to supply enough guns for these fighting men, and if the rifle barrels deteriorate rapidly the cost multiplies.
So you see waistband during the war, when the rifle barrels were cleaned they were suffering from corrosion, which meant that they must very soon go on the junk pile.
But all this has been corrected now by the bureau of mines, illustrating a spirit of co-operation with the War Department which is especially puzzling.
It was found that no matter how carefully the rifle barrels were cleaned they were suffering from corrosion, which meant that they must very soon go on the junk pile.
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